2003

Virginia Department of Transportation Daily Traffic Volume Estimates Including Vehicle Classification Estimates

where available

Jurisdiction Report

59

Middlesex County Town of Urbanna

Prepared By

Virginia Department of Transportation Mobility Management Division

In Cooperation With

U.S. Department of Transportation Federal Highway Administration

Virginia Department of Transportation Mobility Management Division Traffic Monitoring Section

The Virginia Department of Transportation (VDOT) conducts a program where traffic count data are gathered from sensors in or along streets and highways and other sources. From these data, estimates of the average number of vehicles that traveled each segment of road are calculated. VDOT periodically publishes booklets listing these estimates.

One of these booklets, titled "Average Daily Traffic Volumes with Vehicle Classification Data, on Interstate, Arterial and Primary Routes" includes a list of each Interstate and Primary highway segment with the estimated Annual Average Daily Traffic (AADT) for that segment. AADT is the total annual traffic estimate divided by the number of days in the year. This booklet also includes information such as estimates of the percentage of the AADT made up by 6 different vehicle types, ranging from cars to double trailer trucks; estimated Annual Average Weekday Traffic (AAWDT), which is the number of vehicles estimated to have traveled the segment of highway during a 24 hour weekday averaged over the year; as well as Peak Hour and Peak Direction factors used by planners to formulate design criteria.

In addition to the Primary and Interstate publication, one hundred books are published periodically, one for each of 100 areas across the state defined by VDOT for record-keeping purposes. These books include traffic volume estimates for roads within the county, cities, and towns within the area. These books are titled "Daily Traffic Volumes Including Vehicle Classification Estimates, where available; Jurisdiction Report numbers 00 through 99".

Also available are a number of reports summarizing the average Vehicle Miles Traveled (VMT) in selected jurisdictions and other categories of highways. There are many different ways to present traffic volume summary information. Because the user determines the value of each presentation, the reports have been redesigned based on user requests and feedback. The people at VDOT Mobility Management's Traffic Monitoring Section who produce these books welcome requests for other helpful ways of presenting the summary information.

A compact disc (CD) is available that includes files in the Adobe® Portable Document Format (PDF) that can be displayed, searched, and printed using common desktop computer equipment. The CD includes the publications described above as well as a number of other reports, including specialized VMT summaries and smaller AADT reports for each city and town separately.

Publication Notes

Parallel Roads

For road inventory and management purposes, some roadways are counted separately by direction and have separately published traffic estimates for each direction of travel. Examples of such roadways are the interstate system and routes with separated facilities and (usually) one-way traffic facilities in urban areas. In these publications, they are referred to as parallel roads. As a convenience for the users of the publication, the listing for segments of roads with parallel segments are published with both the traffic estimates for their own direction of travel (e.g. I-95 Northbound) as well as the estimate of the total of all traffic on the same route including parallel roadways (all directions of I-95). The publication will have a "Combined Traffic Estimates for Parallel Roadways on this Route" or "Combined Traffic" identifiers for the combined direction of travel estimates.

Roadways such as I-395 with a North segment, a South segment and a separate Reversible lane segment will have the estimate for more than two parallel roadways included in the entire combined traffic estimate.

Some routes have very complicated paths through cities and towns. These parallel paths may be too complex to allow a relationship between nearby sections of the opposite direction on the same route. In this case, to indicate that the traffic estimates for such a road segment may not include all directions of traffic on that route, the line that would list the combined values will indicate "NA" for not available.

VDOT's traffic monitoring program includes more than 100,000 segments of roads and highways ranging from several mile sections of Interstate highways to very short sections of city streets. Due to problems experienced obtaining some traffic count data, and the level of quality necessary to maintain confidence in the data, no estimate is currently available for some segments of roadway. These segments are included in the publications indicating "NA" for not available. It is the intention of the VDOT's Mobility Management Traffic Monitoring group to obtain the data necessary and to report traffic volume estimates on all road segments included in these publications.

Many of the road segments in this program are local secondary roads. The amount and detail of data collected on these roads are not as great as the data collected on higher volume roads. The vehicle classification, average weekday traffic volumes, and the theoretical design hour traffic volumes are not calculated for these roads. The publications indicate "NA" for the information that is not available.

This publication is based on a traffic monitoring program initiated in 1997. Because the data collection techniques and statistical evaluation processes are different than those used in previous years, comparison with previous publications may be misleading.

Glossary of Terms:

Route: The Route Number assigned to this segment of roadway with the master inventory route number if this is an overlapping route, with official street or highway name if available.

Length: Length of the traffic segment in miles.

AADT: Annual Average Daily Traffic. The estimate of typical daily traffic on a road segment for all days of the week, Sunday through Saturday, over the period of one year.

QA: Quality of AADT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- H Historical Estimate
- M Manual Uncounted Estimate
- N AADT of Similar Neighboring Traffic Link
- O Provided By External Source
- R Raw Traffic Count, Unfactored

4Tire: Percentage of the traffic volume made up of motorcycles, passenger cars, vans and pickup trucks.

Bus: Percentage of the traffic volume made up of busses.

2Axle Truck: Percentage of the traffic volume made up of 2 axle single unit trucks (not including pickups and vans).

3+Axle Truck: Percentage of the traffic volume made up of single unit trucks with three or more axles

1Trail Truck: Percentage of the traffic volume made up of units with a single trailer.

2Trail Truck: Percentage of the traffic volume made up of units with more than one trailer.

QC: Quality of Classification Data:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- C Short Term Classified Traffic Count Data
- F Factored Short Term Traffic Count Data
- H Historical Estimate
- M Mass Collective Average
- N Classification Estimates of Similar Neighboring Traffic Link

K Factor: The estimate of the portion of the traffic volume traveling during the peak hour or design hour.

QK: Quality of the Peak Hour estimate:

- A Factor based on 30th Highest Hour Observed During at least 250 days of Continuous Traffic Data
- B Factor based on other Hour Observed During Less than 250 days of Continuous Traffic Data
- Factor based on Highest Hour Collected at in a 48 Hour Weekday Period
- M Factor based on Manual Estimate of design hour
- N Peak Hour Factor of Similar Neighboring Traffic Link
- O Provided by External Source

Dir Factor: The estimate of the portion of the traffic volume traveling in the peak direction during the peak hour..

AAWDT: Average Annual Weekday Traffic. The estimate of typical traffic over the period of one year for the days between Monday through Thursday inclusive.

QW: Quality of AAWDT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- M Manual Uncounted Estimate
- N AAWDT of Similar Neighboring Traffic Link
- O Provided by External Source

Year: Year for which the published values are appropriate. If the Quality of AADT (QA) is "R", the year is the year that the raw traffic count was collected, and if available,

Route Shield Legend

Route Systems

North
81 Interstate Route Traffic volume data for Interstate Routes and some other routes are reported separately by direction, as well as combined.

(29) US Route

7 Virginia State Route

(600) Secondary Route

Special Routes

Bus Bus - Business Route
Bypas - Bypass Route
Truck - Truck Route
ALT ALT - Alternate Route
Wve - Wve Route connector

P - Parallel Route; Southbound or Westbound direction lanes of a numbered route where they are on a different road facility than the other direction.

The VDOT Maintainenance Jurisdiction number is displayed below the Secondary Route Number if the Maintenance Jurisdiction is different than the jurisdiction in the title of the report.

					IVIIC	idlesex iv	iaiiileiiai	ICE AIE	а							
Route	Length	AADT	QA	4Tire	Bus		Trı 3+Axle		2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Middlesex County				From:		Lamanata	er County 1	ina	ī							
3	5.84	6600	F	95%	1%	1%	1%	2%	0%	F	0.085	F	0.57	6800	F	2003
3	3.45	5100	F	From: 95%	1%	N SR 33 F 1%	Harmony V 1%	illage 2%	0%	С	0.087	F	0.549	5200	F	2003
3	3.20	6000	F	From: 95%	1%	S SR 33 1%	Near Hart 1%	field 2%	0%	F	0.09	F	0.519	6100	F	2003
				To:		Mattew	s County I	ine								
(17)	0.81	12000	F	96%	0%	Gloucest 2%	er County 0%	Line 1%	0%	F	0.081	F	0.508	13000	F	2003
~				To: From:		US 17; SI										
17	1.02	5300	F	96%	0%	2%	0%	1%	0%	F	0.079	F	0.514	5600	F	2003
<u></u>	2.79	6500	F	From: 96%	0%	Bus US 17 2%	North of 3	Saluda 1%	0%	F	0.083	F	0.500	6800	F	2003
				From:			03 Warner		-							
17	2.38	5100	F	96%	0%	2%	0% 59-602	1%	0%	F	0.086	F	0.523	5300	F	2003
17)	7.46	5500	F	96% To:	0%	2%	0% County Li	1% ne	0%	F	0.079	F	0.545	5800	F	2003
Bus				From:		US 17 S	outh of Sa	luda								
Bus (17)	0.80	7100	F	92%	1%	3% SR	1% 33 Saluda	3%	0%	С	0.08	F	0.503	7300	F	2003
Bus 17	0.83	3200	F	92% To:	1%	3%	1%	3%	0%	F	0.091	F	0.516	3300	F	2003
				From:			orth of Sa		<u> </u>							
33 (17)	0.81	12000	F	96%	0%	2%	er County 0%	1%	0%	F	0.081	F	0.508	13000	F	2003
Bus				From:		US 17 S	outh of Sa	luda								
(33) [17]	0.80	7100	F	92% To:	1%	3%	1%	3%	0%	С	0.08	F	0.503	7300	F	2003
				From:			S 17 Salud Bus Salud									
33	1.78	9100	F	94%	1%	1%	1%	2%	0%	С	0.086	F	0.561	9300	F	2003
				From:			Cooks Co		-							
(33)	2.93	8800	F	94%	1%	1%	1%	2%	0%	F	0.094	F	0.523	8900	F	2003
	0.40			From:	40/		59-619	00/	20/		0.005	_	0.500			2000
33	2.18	8800	F	94%	1%	1%	1%	2%	0%	F	0.095	F	0.526	9000	F	2003
(33) (3)	3.45	5100	F	From: 95%	1%	SR 3 Ha 1%	mony Vil 1%	lage 2%	0%	С	0.087	F	0.549	5200	F	2003
(33)	2.15	4200	F	From: 97%	0%	SR 3 N	lear Hartfi 1%	1%	0%	F	0.094	F	0.511	4300	F	2003
				To- From:			59-628		-							
33	4.26	5100	F	97%	0%	1%	1% 59-636	1%	0%	С	0.09	F	0.516	5200	F	2003
33	2.00	1000	F	97% To:	0%	1%	1% gray Point	1%	0%	F	0.11	F	0.548	1000	F	2003
				From:			Cooks Cor	ner	<u> </u> 							
227	2.35	3900	F	97% To:	1%	1%	0% Urbanna	1%	0%	С	0.093	F	0.527	4000	F	2003
Town of Urbanna																
(227)	0.63	3900	N	97%	1%	1%	Urbanna 0%	1%	0%	N	0.093	N	0.527	4000	N	2003
				To		WC	L Urbanna									
Middlesex County				From:		D	ead End		ı							
(600)	0.20	40	R								NA			NA		05/03/2000
				To:		Essex	County Li	ne								

					IVIIC	iulesex iv	namicina	ICC AIC	a							
Route	Length	AADT	QA	4Tire	Bus		TrıTrı 3+Axle			\cap	K Factor	QK	Dir Factor	AAWDT	QW	Year
Middlesex County				From:			US 17									
601)	1.50	60	R	<u> </u>			031/				NA			NA		05/03/200
				To:		D	ead End									
\sim				From:		King & Qu				_						
602	2.81	220	F	95% To:	0%	3%	1% I7 NORTH	1%	0%	F	0.102	F	0.583	220	F	2003
				From:			17 SOUTH									
602	2.78	1200	F	95%	0%	3%	1%	1%	0%	F	0.09	F	0.532	1300	F	2003
				To: From:			59-637									
602	2.75	2200	F	95%	0%	3%	1%	1%	0%	С	0.093	F	0.580	2200	F	2003
				To:		WCL	URBANN	A								
\bigcirc	4.00		_	From:		King & Qu			201		• •					
603	1.30	600	F	96%	1%	2%	0%	1%	0%	F	0.1	F	0.527	620	F	2003
	1.07	0.10		From:	40/		59-612	40/	00/	_	0.400	_	0.550	0.50		0000
603)	1.97	340	F	96%	1%	2%	0%	1%	0%	F	0.126	F	0.558	350	F	2003
				From:			US 17					_			_	
603	2.33	480	F	96% To:	1%	2%	0%	1%	0%	С	0.11	F	0.623	490	F	2003
				r.			59-602									
	0.75	100	R	From:		D	ead End				NA			NA		05/14/2003
604)	0.75	100	ĸ	To:		59-6	05 NORTH	1		l	NA			INA		05/14/2003
				From:			05 SOUTH									
604)	1.00	240	R								NA			NA		05/14/2003
				To:			59-648									
604)	2.05	70	R	From:							NA			NA		05/14/2003
				To:		D	ead End									
				From:			US 17									
605	2.22	590	R							•	NA			NA		05/08/2000
				To:		59-6	04 SOUTE	I								
605)	0.50	180	R	From:					•		NA			NA		05/08/2000
				To:		59-60	04 NORTH	I								
605)	0.80	20	R	From:			0.1101111				NA			NA		05/14/2003
				To:		D	ead End									
				From:		US	17 SOUTH	[
(606)	3.29	120	R								NA			NA		05/08/2003
				To: From:			59-666									
606)	1.23	50	R	110							NA			NA		05/08/2003
				To:		US 1	17 NORTH	I								
				From:			59-602									
607	1.53	160	R	. —						Ī	NA			NA		05/03/2000
				Tn·			59-606									
			_	From:			59-640									0=1001000
608	0.80	160	R	To:		D	ead End		1	İ	NA			NA		05/23/2000
				From:												
600	1.84	270	R	FIOIII.			59-610				NA			NA		05/03/2000
609	1.04	210	11	To:		5	59-1030]	l	INA			INA		JJ/JJ/2000
				From:			59-602									
610	0.60	560	R							ı	NA			NA		05/03/2000
				To			59-609									
610	2.30	280	R	From:			J7-UU7				NA			NA	-	05/03/2000
610				To:			59-640			L.						
				From:			ead End									
611)	0.30	40	R							1	NA			NA		05/08/2003
				To:			US 17									
·																

Route	l enath	AADT	Ω^	4Tire		dlesex Mainter	ruck		- QC	K	QK	Dir	AAWDT	O\\\	Year
Middlesex County	Lengui	עעטו	W.A	71110	Duo	2Axle 3+Ax	le 1Trail	2Trail	QU	Factor	QΙ	Factor	~~\V\D	QVV	i cai
	0.00		_	From:		59-603									05/00/0000
(612)	2.60	300	R	To		59-602				NA			NA		05/03/2000
				From:		59-603									
613)	0.40	70	R			37 003				NA			NA		05/03/2000
				To:		US 17									
\bigcirc	2.22			From:		US 17 SOU	ГН								05/00/0000
614)	0.80	70	R							NA			NA		05/08/2003
	0.50	70	R	From:		59-618				NA			NA		05/08/2003
614)	0.50	70	K	To:		US 17 NOR	ГН			INA			INA		03/06/2003
				From:		Dead End									
615)	0.55	80	R							NA			NA		05/08/2003
				To- From:		US 17									
615)	1.80	140	R	rioin.				•		NA			NA		05/19/2003
				To: From:		59-616									
615)	0.99	1300	F	97 <u>%</u>	1%	1% 0%		0%	С	0.096	F	0.512	1300	F	2003
				To: From:		59-602 WE									
615)	1.00	450	R			37 002 E/ K				NA			NA		06/01/2000
				To:		Dead End									
				From:		59-615									
616	1.42	1200	F	97%	1%	1% 0%	1%	0%	С	0.093	F	0.597	1200	F	2003
				To: From:		US 17									
(247)	0.17	290	R	From:		US 17 BU	8			NA			NA		05/23/2000
617	0.17	230		To:		50,600				INA			IVA		03/23/2000
617)	0.53	49	R	From:		59-698				NA			NA		05/23/2000
017)				To:		Dead End									
				From:		59-614									
618	4.22	90	R							NA			NA		05/08/2003
				To: From:		US 17 SOU' US 17 NOR'									
618	0.08	210	R			051/1000				NA			NA		06/04/2003
				To:		US 17 BUS; S	R 33								
618	0.05	1300	R	From:						NA			NA		06/04/2003
				To: From:		59-674									
618)	1.35	360	R							NA			NA		06/04/2003
				To:		Dead End									
	0.50	200	_	From:		59-629				NΙΔ			NIA		05/00/2000
619	0.50	390	R	_						NA			NA		05/08/2000
(a)	1.04	660	R	From:		59-620				NA			NA		05/08/2000
619	1.04	000		To:		50.660				14/4			IVA		03/00/2000
610	0.36	820	R	From:		59-668				NA			NA		05/08/2000
619	0.00	0_0		To:		SR 33 EAS									00/00/2000
\bigcirc	0.00	222		From:		SR 33 WES	Т			N1.0			NIA		05/47/0000
619	0.60	230	R							NA			NA		05/17/2000
	0.20	20	R	From:		59-669				NA			NA		05/17/2000
619)	0.20	20	ĸ	To:		Dead End				INA			INA		03/11/2000
				From:		59-619									
620	1.20	260	R			-, 0.,				NA			NA		05/21/2003
				To: From:		SR 33		 -							
620)	0.61	130	R							NA			NA		05/21/2003
				To:		Dead End									

					11110	ulesex ivialitie	1011007110	u							
Route	Length	AADT	QA	4Tire	Bus	2Axle 3+Ax	Truck de 1Trail	2Trail	- QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Middlesex County				From:		SR 3		1							
621)	0.74	240	R							NA			NA		05/21/200
				To:		Dead Enc	1								
	0.77	2000	_	From:	40/	59-623	40/	00/	0	0.004	_	0.500	2400	_	2002
622	0.77	3000	F	95% To:	1%	3% 1% SR 3	1%	0%	С	0.094	F	0.583	3100	F	2003
				From:		59-624									
623	0.49	3100	F	94%	0%	4% 1%	1%	0%	С	0.092	F	0.581	3100	F	2003
				To: From:		59-622									
623 623 623	0.80	460	R	110						NA			NA		05/21/200
				To: From:		59-661									
623)	0.10	170	R							NA			NA		05/21/200
<u> </u>				From:		59-704									
623)	0.10	49	R	т						NA			NA		05/21/200
				To:		Dead Enc									
	1.30	3100	F	95%	1%	59-626 2% 1%	1%	0%	С	0.089	F	0.568	3200	F	2003
624)	1.50	3100	•	33 /0	1 /0		1 70	070	C	0.003	•	0.500	3200	'	2003
624)	1.20	470	R	From:		59-623		ľ		NA			NA		05/21/200
624)	1.20	470	• • • • • • • • • • • • • • • • • • • •	To:		SR 3				14/1			147 (00/21/200
				From:		SR 3									
625 625	1.40	350	R							NA			NA		05/11/200
_				To: From:		59-624									
625)	3.00	460	F	99%	0%	1% 0%	0%	0%	С	0.114	F	0.615	470	F	2003
				To:		59-628									
	0.43	3700	F	97%	1%	SR 3	1%	0%	С	0.086	F	0.525	3800	F	2003
626	0.43	3700	Г	91 /0	1 /0		1 /0	0 /0	C	0.000		0.525	3000		2003
200	1.10	580	R	From:		59-624		ļ		NA			NA		05/11/200
020	1.10	000	••	To:		59-625 WE	ST						10.		00/11/200
	4.00	400		From:		59-625 EAS	ST								05/47/00/
626	1.30	430	R	To		Dead End	ı			NA			NA		05/17/200
				From:		59-625									
(627)	1.10	160	R			37-023				NA			NA		05/17/200
<u> </u>				To:		Dead Enc									
				From:		SR 33									
628)	1.00	950	F	97%	0%	2% 0%	0%	0%	С	0.1	F	0.59	960	F	2003
				To: From:		59-625									
(628)	0.45	720	R							NA			NA		05/15/200
628 628				From:		59-702									
(628)	0.85	160	R	To:		Dead End	1	1		NA			NA		05/15/200
				From:		59-707	l .	<u>_</u>							
620	2.50	850	F	99%	0%	0% 0%	1%	0%	F	0.092	F	0.643	860	F	2003
229				To:		59-619	.,•		-		-			-	
629 629	4.14	870	F	99%	0%	0% 0%	1%	0%	С	0.105	F	0.671	880	F	2003
				To		SR 33									
				From:		Dead Enc									
(630)	0.70	110	R							NA			NA		05/11/200
<u> </u>				To: From:		SR 3		ŀ							
630	1.00	1500	F	95%	0%	3% 1%	1%	0%	С	0.101	F	0.562	1600	F	2003
				To:		SR 33									

					IVIIC	Idlesex Maintena TrTr				K		Dir			
Route	Length	AADT	QA	4Tire	Bus	2Axle 3+Axle			QC	Factor	QK	Factor	AAWDT	QW	Year
Middlesex County				From:		SR 33		1							
631)	0.77	870	R	<u>. </u>						NA			NA		05/27/2003
	0.04			To: From:		59-716		ŀ							05/07/0000
631)	0.04	550	R	т		50.710				NA			NA		05/27/2003
631)	0.59	130	R	From:		59-712				NA			NA		05/27/2003
				To:		59-709									
632)	0.90	240	R	From:		Dead End				NA			NA		06/04/2003
632				To:		59-633									
	0.62	220	В	From:		Dead End				NIA			NIA		06/04/2003
633	0.62	320	R	To:		50 (22				NA			NA		06/04/2003
633	0.80	540	R	From:		59-632				NA			NA		06/04/2003
				To:		SR 33									
624	1.00	290	R	From:		SR 33				NA			NA		05/17/2000
634)				To:		Dead End									
	0.00	E 0	R	From:		Dead End				NIA			NIA		05/08/2003
635	0.80	50	ĸ	To:		59-602				NA			NA		05/06/2003
				From:		SR 33									
636)	1.30	600	F	96%	0%	3% 0% Dead End	0%	0%	С	0.094	F	0.557	610	F	2003
				From:		59-602		<u>_</u>							
637)	1.25	560	R	-						NA			NA		05/14/2003
	0.40			To: From:		59-656				NIA			NIA		05/44/2003
637)	0.10	60	R	To		Dead End				NA			NA		05/14/2003
				From:		SR 33 WEST	1								
638	0.30	70	R	To:		SR 33 EAST		1		NA			NA		05/17/2000
				From:		SR 33									
(639)	0.30	600	R							NA			NA		05/21/2003
	0.39	200		From:		59-713				NA			NIA		05/21/2003
639	0.39	200	R	To:		Dead End				INA			NA		05/21/2003
				From:		US 17									
640	2.30	760	F	94%	1%	2% 1%	3%	0%	С	0.106	F	0.575	780	F	2003
640	2.45	500	F	From: 94%	1%	59-679 2% 1%	3%	0%	F	0.112	F	0.646	510	F	2003
640				To		59-651									
640	0.20	280	R	From:						NA			NA		05/14/2003
				From:		59-682									0=11.110000
640	0.35	20	R	To:		Dead End				NA			NA		05/14/2003
				From:		Dead End									
641)	0.80	130	R	To:		59-629 EAST				NA			NA		05/21/2003
				From:		59-629 EAST 59-629 WEST									
641)	0.44	380	R	To:		SR 33; SR 22	7	 1		NA			NA		05/21/2003
-				From:		US 17	1	<u> </u>							
642	0.02	220	R							NA			NA		05/03/2000
				To:		59-606									

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2		C K QK Factor	Dir Factor	AAWDT (QW Year
Middlesex County				From:	SR 33	- 1				
643)	0.40	280	R		SK 33		NA		NA	05/27/200
				To: From:	59-636					
643)	0.40	49	R	_			NA		NA	05/27/200
				Tn·	Dead End					
	1.00	70	R	From:	Dead End		NA		NA	05/08/200
644)	1.00	70	K	To	59-629		INA		INA	03/06/200
				From:	SR 3					
645)	1.57	240	R	-	2222		NA		NA	05/21/200
				To:	Dead End					
$\overline{}$				From:	SR 3					
646	0.04	730	R				NA		NA	05/11/200
				From:	59-663; 59-699					
646)	0.78	180	R	To:	Dead Find		NA		NA	05/11/200
				From:	Dead End					
647)	0.63	40	R	FIOIII.	Dead End		NA		NA	05/08/200
047)	0.00	-10		To	59-605		10.1		147.	00/00/200
				From:	59-604					
648)	1.97	120	R				NA		NA	05/14/200
				To:	Dead End					
$\overline{}$				From:	Dead End					
650	0.15	10	R				NA		NA	05/27/200
				To: From:	0.15 ME Dead End					
650	0.08	30	R	To:	50.626		NA		NA	05/27/200
				From:	59-636					
651)	0.65	90	R		59-640		NA		NA	05/23/200
				To- From:	59-685					
651)	0.52	30	R	To:	D. I.F. I		NA		NA	05/14/200
				From:	Dead End					
652)	0.45	550	R		SR 33		NA		NA	06/04/200
652	00			To	59-664					00/01/200
652)	0.05	140	R	From:	39-004		NA		NA	06/04/200
032)				To:	Dead End					
				From:	SR 3					
653	0.34	20	R				NA		NA	05/11/200
				To:	SR 3					
\bigcirc	0.50	00	-	From:	Dead End		NIA		NIA	05/07/00
654	0.50	90	R	To:	SR 33	1	NA		NA	05/27/200
				From:	Dead End					
655	0.21	40	R		Dead End		NA		NA	05/11/200
				To:	SR 3					
<u> </u>				From:	59-637					
656)	0.40	200	R	_			NA		NA	05/23/200
				Tn-	Dead End					
\bigcirc	4.00	200	-	From:	SR 3		NIA.		NIA	05/47/000
657)	1.09	290	R	To:	Dead End	1	NA		NA	05/17/200
				From:	59-695					
658)	0.55	40	R	Щ.	37-073		NA		NA	05/08/200
				To:	Dead End					

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	K QC Factor	QK Facto	ΔΔΙΛ/Ι]] (QW Year
Middlesex County				. 1		1 40101	1 acto	л	
(650)	0.13	220	R	From:	Dead End] NA		NA	05/27/2003
(659)	0.10			To:	59-636	1		101	00/21/2000
				From:	Dead End				
660	0.34	200	R			NA		NA	05/27/2003
				To: From:	59-683	<u> </u>			
660	0.16	490	R			NA -		NA	05/27/2003
	0.09	20		From:	SR 33	NA.		NIA	06/04/2003
660	0.09	20	R	To:	Dead End	NA 1		NA	00/04/200
				From:	59-623	<u>:</u>			
661)	0.20	6	R			NA		NA	05/17/200
				To:	Dead End				
\bigcirc			_	From:	SR 33; 59-688	J			0.7/0.7/0.00
662	0.40	70	R	To:	Dead End	NA 1		NA	05/27/2003
				From:	59-646; 59-699				
663	1.01	320	R	<u> </u>	37-040, 37-077	NA		NA	05/11/200
				To-	Dead End				
\bigcirc				From:	Dead End]			
664	0.17	90	R			NA		NA	05/15/200
				From:	59-672	 			
664)	0.15	270	R	To	59-652	NA 1		NA	05/15/200
				From:	Dead End	<u> </u>			
665	0.40	60	R		Dead End	NA		NA	05/08/200
000				To:	US 17; 59-616				
				From:	Dead End				
666	1.23	30	R	To:	7 0.505	NA		NA	05/08/200
				From:	59-606				
(667)	0.40	70	R	Fioni.	59-629	NA		NA	05/21/200
(607)	0.10			To:	Dead End]			00/21/200
				From:	Dead End	-			
(668)	0.40	180	R			NA		NA	05/08/200
				To:	59-619				
	0.60	120	R	From:	59-619	NA		NA	05/21/200
669	0.00	120	K	To:	Dead End]		INA	03/21/200
				From:	Dead End				
670	0.58	NA				NA		NA	
				To:	59-640				
\bigcirc	2.12			From:	Dead End]			07/00/000
671)	0.16	80	R	To:	US 17 BUS	NA 1		NA	05/23/2000
				From:	59-664				
672	0.65	130	R		J/ 00T	NA		NA	06/04/2003
$\mathcal{O}_{\mathcal{O}}$				To:	Dead End]			
\sim				From:	SR 33				
673	0.51	110	R	To:	D 10 1	NA 1		NA	05/17/2000
				From:	Dead End	<u> </u>			
674)	0.16	230	R	rioin:	59-618	J NA		NA	06/04/2003
014)	0.10	_50	.,	To:	59-706	1		. •/ •	33/0-1/2000

					Middlesex Maintenance Area			
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	K QK Dir Factor Factor		Year
Middlesex County				From:	SR 33	İ		
675)	0.05	230	R		SR 33	I NA	NA 05	5/23/200
0.09				To:	59-674			
				From:	59-602			
676	2.27	560	R	To:	D 15 1	NA 1	NA 05	5/14/2003
				From:	Dead End	<u> </u>		
677	0.52	120	R	r toni.	59-636	I NA	NA 05	5/27/2003
011)	0.02			To:	Dead End]		<i>3,</i> <u>1,</u> 1, <u>1</u>
				From:	SR 3			
678)	0.41	120	R	_		NA	NA 05	5/11/200
				To:	Dead End			
	0.25	60	ь.	From:	59-640] NA	NA 05	= /1 / /200
679	0.35	60	R	To:	Dead End	NA]	NA U	5/14/2003
				From:	59-602			
(680)	0.74	350	R		37-002	NA	NA 06	5/01/2000
000				To:	Dead End			
				From:	SR 33			
681	0.63	80	R	_ —		NA 1	NA 05	5/17/2000
				To:	Dead End			
	0.32	120	В	From:	59-640] NA	NA 05	5/23/2000
682	0.32	120	R	To:	Dead End]	INA U	3/23/2000
				From:	Dead End			
683	0.33	270	R		Dead End	NA NA	NA 05	5/27/2003
				To:	59-660			
				From:	59-602			
684)	0.86	540	R			NA 1	NA 06	5/01/2000
				To:	Dead End			
	0.15	10	R	From:	Dead End	J NA	NA 05	5/14/2003
685	0.13	10	IX.	To:	59-651]	IVA US	J/ 14/2000
				From:	59-622			
686)	0.55	210	R			NA	NA 05	5/21/2003
				To:	Dead End			
\sim				From:	US 17			
(687)	0.50	60	R	To:	D 15 1	NA 1	NA 05	5/08/2003
				From:	Dead End			
688	0.24	230	R	r tonii.	SR 33; 59-662	I NA	NA 05	5/27/2003
000	0.21	200	• • •	To:	Dead End]	10.0	3/21/2000
				From:	59-659			
(689)	0.13	30	R			NA	NA 05	5/27/2003
				To:	59-636			
	4.40		_	From:	Dead End			- 10.4 10.000
690	1.42	930	R	To:	59-629	NA 1	NA 05	5/21/2003
				From:	59-602	<u>'</u> 		
691)	0.25	30	R	<u> </u>	37-002	I NA	NA 05	5/23/2000
				To:	59-602]		
				From:	Dead End			
692	0.06	40	R			NA	NA 06	6/04/2003
				To: From:	59-701]		
692	0.09	90	R			NA	NA 06	6/04/2003
				To:	US 17 BUS			

					Middlesex Maintenance Area				
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	C K Factor	QK Dir Factor	AAWDT	QW Year
Middlesex County				From:	59-640	Ī			
693)	2.94	70	R			NA		NA	05/23/2000
				To-	Dead End				
				From:	59-663	j			
694)	0.52	60	R			NA 1		NA	05/08/2003
				To:	Dead End				
	1.06	70	R	From:	US 17	J NA		NA	1997
695	1.00	70	ĸ	To:	59-602]		INA	1997
				From:	SR 33	1			
696)	0.49	46	R	<u> </u>	51. 33	NA		NA	05/17/200
000				То:	Dead End]			
				From:	US 17 BUS				
697)	0.17	60	R			NA		NA	05/23/200
				To:	59-698				
				From:	59-617				
698)	0.07	30	R	_		NA		NA	05/23/200
				То:	59-697				
	0.04		_	From:	59-646; 59-663]			05/44/000
699	0.31	270	R	To:	Dead End	NA 1		NA	05/11/200
				From:		<u> </u>			
700	0.06	130	R	rioni.	Dead End	J NA		NA	05/08/200
700	0.00	130	IX.	To:	59-629	1		INA	03/00/200
				From:	59-692				
701)	0.06	20	R	<u> </u>	37-072	NA		NA	06/04/2003
(701)				To-	59-671				
				From:	59-628				
702	0.79	540	R			NA		NA	05/15/2000
				To:	Dead End]			
_				From:	Dead End				
(703)	0.78	360	R			NA		NA	06/04/2003
				To:	SR 33				
\bigcirc				From:	59-623]			0-11-1000
704)	0.39	110	R	To:	D 15 1	NA 1		NA	05/17/2000
				To:	Dead End				
	0.46	360	R	From:	Dead End	NA		NA	05/08/2000
705)	0.40	360	ĸ	To:	59-629	1		INA	05/06/2000
				From:	SR 33				
706)	0.07	190	R	<u> </u>	SK 33	NA		NA	05/23/2000
(700)				To:	Dead End	1			
				From:	SR 3 EAST				
707)	0.34	1200	R			NA		NA	05/11/2000
				To	59-708	1			
(707)	0.07	1200	R	From:		NA		NA	05/11/2000
				To:	59-629	1			
(707)	0.30	690	F	90%	1% 1% 6% 1% 0%	C 0.102	F 0.507	710	F 2003
707				То:	SR 3				
				From:	Dead End				
708)	1.40	110	R			NA		NA	05/11/2000
				To:	59-707				
				From:	Dead End				
709	0.25	80	R			NA		NA	05/27/2003
				To:	59-631	<u> </u>			

					Midd	dlesex Maintenar	nce Area	1							
Route	Length	AADT	QA	4Tire	Bus	Tru 2Axle 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Middlesex County				From:		Dead End		1							
(710)	0.35	400	R							NA			NA		05/15/2000
				To:		SR 33									
	0.08	40	R	From:		US 17				NA			NA		05/08/2000
711)	0.00	40	K	To:		59-647				INA			INA		03/06/2000
				From:		59-631									
712	1.07	410	R							NA			NA		05/15/2000
				To:		Dead End									
	0.55	440	R	From:		59-639				NIA			NΙΔ		05/24/2002
713	0.55	140	K	To:		Dead End				NA			NA		05/21/2003
				From:		59-712									
(714)	0.34	150	R							NA			NA		05/27/2003
				To:		Dead End									
\bigcirc			_	From:		Cul-de-Sac									
715)	0.15	40	R	To:		59-676				NA			NA		06/01/2000
				From:		59-631									
716	0.07	220	R			37-031				NA			NA		05/27/2003
				To		59-717									
				From:		59-716									
(717)	0.19	200	R							NA			NA		05/27/2003
				To:		59-718									
740	0.15	130	R	From:		59-717				NA			NA		05/27/2003
718	0.13	130	IX	To:		59-720				INA			INA		03/21/2003
				From:		59-605 SOUTH	[
719	0.34	6	R							NA			NA		05/08/2000
				To:		59-605 NORTH	ĺ								
	0.40	440	_	From:		59-718				NIA			NIA		05/45/2000
720	0.12	110	R	_						NA			NA		05/15/2000
	0.17	80	R	From:		59-721				NA			NA		05/15/2000
720	0.17	00	IX	To:		Dead End				INA			INA		03/13/2000
				From:		Cul-de-Sac									
(721)	0.02	20	R							NA			NA		05/15/2000
				To:		59-720									
	0.70	200	ь	From:		Dead End				NΙΛ			NΙΔ		05/11/2000
725	0.70	280	R	To:		59-629				NA			NA		05/11/2000
				From:		59-625		1							
727)	0.20	40	R			0, 020				NA			NA		05/17/2000
				To:		Dead End									
				From:		SR 3									
730	0.10	660	R	To:		D1E1				NA			NA		05/23/2000
				From:		Dead End									
(740)	0.13	110	R	ш_		Dead End				NA			NA		05/21/2003
1.40				To:		59-620									
Town of Urbanna				_											
	0.22	040	E	From:	00/	SR 227	00/	00/	<u></u>	0.402	_	0 500	020	_	2002
(1001)	0.33	910	F	99%	0%	0% 0%	0%	0%	С	0.103	F	0.582	920	F	2003
(1001)	0.14	540	F	From: 99%	1%	59-1006 0% 0%	0%	0%	F	0.123	F	0.563	550	F	2003
(1001)	0.14	J-+U	Г	99 70 To:	1 /0	59-1007	U /0	0 /0		0.123		0.505	330	1	2000
						1007									

					Mid	dlesex Maintena	nce Are	a							
Route	Length	AADT	QA	4Tire	Bus	Tr 2Axle 3+Axle	uck	2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Town of Urbanna							riiail	LIIAII		i aciti		i aciui			
	0.18	220	F	From: 99%	1%	59-1007 0% 0%	0%	0%	С	0.123	F	0.607	220	F	2003
(1001)	0.10	220	г	99 76 To:	170	59-1014	070	070	C	0.123	Г	0.007	220	Г	2003
				From:		Dead End		ĺ							
1002	0.23	380	R	<u> </u>						NA			NA		05/19/2003
				To:		SR 227; 59-100)5								
\bigcirc			_	From:		59-1009									
1003	0.12	900	R	To:		SR 227		1		NA			NA		05/19/2003
				From:		Dead End									
(1004)	0.05	140	R	<u> </u>		Dead End				NA			NA		05/19/2003
1004)				To:		SR 227									
				From:		SR 227									
1005	0.25	730	F	99%	0%	0% 1%	0%	0%	С	0.101	F	0.551	740	F	2003
				To: From:		59-1006		-							
1005	0.15	560	F	99%	0%	0% 1%	0%	0%	F	0.102	F	0.594	570	F	2003
				From:		59-1007									
1005	0.09	230	R							NA			NA		05/19/2003
				From:		59-1013									
1005	0.06	100	R	To:		50 1000				NA			NA		05/19/2003
						59-1008									
(1000)	0.10	240	F	97%	1%	59-1001 0% 1%	0%	0%	С	0.115	F	0.5	240	F	2003
1006	0.10	240	•	77 70	1 /0		070		O	0.115		0.5	240		2000
	0.14	100	R	From:		59-1005				NA			NA		05/19/2003
1006	0.14	100		To:		Dead End				INA			IVA		03/13/2003
				From:		59-1001		•							
(1007)	0.10	70	R	<u> </u>						NA			NA		05/19/2003
				To:		59-1005									
1007	0.07	220	R	FIOII.						NA			NA		05/19/2003
				To:		59-1022									
				From:		59-1001									
1008	0.13	80	R	To:		50 1014				NA			NA		05/19/2003
				From:		59-1014									
(1009)	0.04	1000	R	r toni.		59-1003				NA			NA		05/19/2003
(1009)	0.01		• • •	To:		SR 227									00/10/2000
Middlesex County															
			_	From:		Dead End									051111655
(1010)	0.08	45	R							NA			NA		05/14/2003
	0.47	400		From:		59-1023 SOUT	Ή			A.I.A.			N1 A		05/44/0000
(1010)	0.17	160	R	To:		59-1016		 1		NA			NA		05/14/2003
-				From:		29-1016									
(1010)	0.14	260	R	-						NA			NA		05/14/2003
				To: From:		59-1023 NORT	Ή								
(1010)	0.19	900	R	-						NA			NA		05/14/2003
				To:		SR 227									
Town of Urbanna				From:		CD 227									
(1010)	0.05	480	R			SR 227				NA			NA		05/19/2003
				To		50 1025		1							
(1010)	0.06	370	R	From:		59-1025				NA			NA		05/19/2003
(1010)				To		£0.1010		ī							
(1010)	0.08	230	R	From:		59-1019				NA			NA		05/19/2003
1010				To:		59-1020									
		_								_		_			

					iviidu	lesex ivialitie latice Are	a							
Route	Length	AADT	QA	4Tire	Bus	Truck 2Axle 3+Axle 1Trail		()()	K Factor	QK	Dir Factor	AAWDT	QW	Year
Middlesex County				From:		Dead End								
(1011)	0.50	350	R	<u> </u>		Dead End			NA			NA		05/14/2003
				To-		59-602								
Town of Urbanna				From:		Dead End	1							
(1012)	0.30	260	R	<u> </u>		Dead End			NA			NA		05/19/2003
				To:		59-1005								
\bigcirc			_	From:		59-1001								
1013	0.17	100	R	To:		59-1014			NA			NA		05/19/2003
				From:		59-1001	1							
(1014)	0.19	100	R	<u> </u>		37-1001	<u>.</u>		NA			NA		05/19/2003
				To:		59-1013								
\bigcirc			_	From:		SR 227								0=1101000
(1015)	0.11	160	R	To:		ECL Urbanna			NA			NA		05/19/2003
Middlesex County						LCL Orbanna	<u>i</u>							
Wilddiesex County				From:		Dead End								
(1016)	0.25	80	R	To:		50 1010			NA			NA		05/14/2003
				10		59-1010								
Town of Urbanna				From:		SR 227								
(1017)	0.04	510	R						NA			NA		05/19/2003
				To:		Dead End								
	0.12	110		From:		Dead End			NIA			NIA		05/40/2003
(1018)	0.13	140	R	To:		59-1001			NA			NA		05/19/2003
				From:		59-1021								
1019	0.12	100	R				-		NA			NA		05/19/2003
				To:		59-1001								
\bigcirc	0.05	70	-	From:		Dead End			NIA			NIA		05/40/0000
(1020)	0.05	70	R						NA			NA		05/19/2003
\bigcirc	0.12	170	R	From:		59-1021			NA			NA		05/19/2003
1020	0.12	170	K	To-		59-1001			INA			INA		03/19/2000
				From:		59-1019								
(1021)	0.14	70	R						NA			NA		05/19/2003
				To:		Dead End								
	0.04	20	_	From:		Dead End			NIA			NIA		05/40/0000
(1022)	0.04	30	R	_					NA			NA		05/19/2003
	0.05	110	R	From:		59-1007			NA			NA		05/19/2003
1022	0.03	110	IX.	To:		Dead End			INA			INA		03/19/2000
Middlesex County				•			•							
		***	_	From:		59-1010 NORTH								
(1023)	0.06	280	R	_					NA			NA		05/14/2003
	0.04			From:		59-1024 NORTH			N.1.0			N 1 A		05/44/0000
(1023)	0.24	60	R	_					NA			NA		05/14/2003
	0.06	80	R	From:		59-1024 SOUTH			NA			NA		05/14/2003
1023	0.00	οU	ĸ	To:		59-1010 SOUTH			INA			INA		03/14/2003
				From:		59-1023 SOUTH	<u> </u>							
(1024)	0.22	270	R	<u> </u>					NA			NA		05/14/2003
				To:		59-1023 NORTH								

					Middlesex Maintenance Area						
Route	Length	AADT	QA	4Tire	BusTruck	OC.	g QK	Dir Factor	AAWDT	QW	Year
Town of Urbanna				- 1							
(1025)	0.06	8	R	From:	Dead End	NA			NA		05/19/2003
(1025)	0.00			To:	59-1010						
				From:	59-1001						
1026	0.06	30	R	To:	Cul-de-Sac	NA NA			NA		05/19/2003
				From:	59-1001						
1027	0.06	130	R		39-1001	NA NA			NA		05/19/200
<u> </u>				To:	Cul-de-Sac						
				From:	59-1001						
1028	0.12	140	R	To:	Cul-de-Sac	□ NA			NA		05/19/200
Middlesex County				I	Cui de Sue	L					
				From:	59-1032						
(1030)	0.04	50	R			NA			NA		05/03/200
	0.00			From:	59-1031	<u> </u>					05/00/000
1030	0.09	70	R	To:	59-609	NA NA			NA		05/03/200
				From:	59-1030						
1031)	0.16	60	R	<u> </u>	37-1030	NA NA			NA		05/03/200
				To: From:	59-1033						
(1031)	0.03	20	R			NA			NA		05/03/200
				To:	Dead End						
(1032)	0.24	20		From:	Dead End				NIA		05/14/200
	0.24	30	R	To:	59-1030	NA NA			NA		05/14/200
(1032)				From:	29-1030						
	0.16	20	R	To:	59-1033	NA			NA		05/14/200
				From:	59-1032	1					
1033	0.04	8	R	<u> </u>	37-1032	─ NA			NA		05/03/200
				To:	59-1031						
\bigcirc	1 56			From:	Dead End						0=1111000
1035	1.56	370	R	To:	SR 3	NA NA			NA		05/11/200
				From:	Cul-de-Sac	<u> </u>					
1036	0.66	90	R	<u>L</u>	Ctn-uc-Suc	NA NA			NA		05/11/200
				To:	59-1035						
\bigcirc	0.00	440		From:	Cul-de-Sac						05/04/000
(1037)	0.92	110	R	To:	59-1035	□ NA			NA		05/21/200
				From:	Dead End						
(1040)	1.11	100	R	<u> </u>	Dette Ente	NA			NA		05/27/200
				To:	SR 33						
\bigcirc	2 = 2	6 =6	_	From:	SR 33						00/04/00=
1041)	0.78	270	R			NA			NA		06/04/200
	0.48	130	R	From:	59-1090; 59-1091	NA			NA		06/04/200
(1041)	0.40	100	11	To:	59-1094				INA		JUIU-1200
				From:	59-1044						
1042	0.43	180	R			NA			NA		06/04/200
				To:	SR 33						
<u> </u>	0.77	470	P	From:	Cul-de-Sac	NI A			NIA		06/04/202
(1043)	0.77	170	R	To:	SR 33	NA NA			NA		06/04/200
					52.55	1					

					Middlesex Maintenance Area				
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	K I C Factor	QK Dir Factor	AAWDT QW	V Year
Middlesex County				From:	Cul-de-Sac	1			
(1044)	0.40	50	R			NA		NA	06/04/200
\bigcup				To:	59-1043				
\bigcirc	0.44	440	-	From:	59-615			NIA	00/04/000
1045)	0.14	110	R	To:	Cul-de-Sac	NA 1		NA	06/01/200
				From:	Cul-de-Sac	<u> </u>			
(1046)	0.13	130	R		ear de Sue	NA		NA	06/01/20
				To:	59-615	1			
\sim				From:	Cul-de-Sac]			
1047	0.18	80	R	To:	0.11.0	NA 1		NA	06/01/20
				From:	Cul-de-Sac	<u>. </u>			
1050	0.09	40	R	Fioni.	Cul-de-Sac	J NA		NA	06/01/20
1050	0.00		• • • • • • • • • • • • • • • • • • • •	To:	59-676	1			00/01/20
				From:	Cul-de-Sac	1			
(1051)	0.09	50	R			NA		NA	06/01/20
				To:	59-676				
\bigcirc	0.00	440		From:	Cul-de-Sac]		NIA	00/04/00
1052	0.26	140	R	To	59-676	NA 1		NA	06/01/20
				From:	59-676	<u> </u>			
(1053)	0.06	40	R		39-0/0	NA NA		NA	06/01/20
				To:	59-1054]			
1054				From:	Cul-de-Sac				
	0.12	30	R			NA		NA	06/01/20
(1054)				To: From:	59-1053]			
	0.08	10	R			NA		NA	06/01/20
				To:	Cul-de-Sac	<u> </u>			
	0.09	40	R	From:	Cul-de-Sac	J NA		NA	06/01/20
055)	0.00	70		To	50.1056	1 1 1		14/3	00/01/20
	0.19	90	R	From:	59-1056	NA		NA	06/01/20
1055	00			To	59-676	1			00/01/20
				From:	Cul-de-Sac				
(1056)	0.10	49	R	_		NA		NA	06/01/20
				To:	59-1055				
	0.40	050	_	From:	SR 3]		NIA	00/04/00
1060	0.13	250	R	To:	59-1061	NA 1		NA	06/04/20
				From:	Dead End	1			
1061)	0.99	70	R		Dette Este	NA		NA	06/04/20
				To:	Cul-de-Sac	1			
				From:	59-1061				
1062	0.07	30	R	To		NA NA		NA	06/04/20
					Cul-de-Sac	<u> </u>			
1003	0.22	30	R	From:	59-1061	NA		NA	06/04/20
(1063)	0.22	-		To:	Cul-de-Sac]		11/1	00,04,20
				From:	59-1061				
1064	0.07	30	R		-	NA		NA	06/04/20
				To:	Cul-de-Sac]			
$\overline{}$				From:	SR 227]			
1070	0.70	170	R	To:	Cul do Soo	NA 1		NA	05/19/20
				-3.	Cul-de-Sac	1			

					IVIIU	dlesex Maintena	ice Area	a							
Route	Length	AADT	QA	4Tire	Bus	Tr	uck 1Trail	2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Middlesex County				From:		59-1070									
(1071)	0.08	150	R							NA			NA		05/19/200
				To:		Cul-de-Sac									
\bigcirc				From:		59-1071									
1072	0.12	80	R	To:		Cul-de-Sac				NA			NA		05/19/2003
				From:		Dead End									
(1080)	1.81	190	R	<u> </u>		Dead Elid				NA			NA		06/04/2003
				To:		SR 3									
				From:		59-1080									
1081	0.26	40	R							NA			NA		06/04/200
				To:		Dead End									
	0.45	NA		From:		59-1081				NA			NA		
1082	0.43	IVA		To:		Dead End				INA			INA		
				From:		Cul-de-Sac		1							
1090	0.16	NA						-		NA			NA		
				To:		59-1041; 59-109)1								
				From:		59-1041; 59-109	90					NIA.			
1091	0.64	NA		To:		59-1041		1		NA			NA		
				From:				I							
1092	0.25	NA				59-1091				NA			NA		
1032				To:		Cul-de-Sac									
				From:		59-1091									
1093	0.17	NA								NA			NA		
				Tn·		Cul-de-Sac		ļ							
\bigcirc	0.14	NA		From:		Cul-de-Sac				NIA			NΙΔ		
1094	0.14	NA		To:		Cul-de-Sac				NA			NA		
				From:		Dead End		 1							
(1101)	0.70	480	F	96%	1%	3% 0%	1%	0%	С	0.097	F	0.547	490	F	2003
				To:		SR 33									
				From:		Dead End									
(1102)	1.13	680	F	94%	0%	5% 0%	0%	0%	С	0.101	F	0.507	700	F	2003
				To:		SR 33									
	0.50	150	R	From:		SR 33			NA	NΙΔ		NA	NA	05/27/	05/27/2003
(1103)	0.50	130	IX.	To:		59-1102				INA			INA		03/21/200
				From:		Dead End		1							
(1104)	0.50	390	F	96%	1%	3% 0%	0%	0%	С	0.122	F	0.521	400	F	2003
				To:		59-1102									
				From:		59-1102									
(1105)	0.23	180	R	To:		Dead End				NA			NA		05/27/2003
				From:											
(1106)	0.12	230	R	110		SR 33				NA			NA		05/27/2003
(1100)	•			To:		Dead End									
				From:		Dead End									
(1107)	0.22	110	R							NA			NA		05/27/2003
				To:		59-1101									
\bigcirc	0.00	440		From:		Dead End				ALA			NIA		05/07/000
1108	0.33	110	R	To:		59-1104				NA			NA		05/27/2003
				From:		Dead End									
(1109)	0.16	80	R			Dodd Elid				NA			NA		05/27/2003
				To:		59-636									

					Wildaic	sex Maintena	ande Ande	4							
Route	Length	AADT	QA	4Tire	Bus	Tr 2Axle 3+Axle	ruck e 1Trail	2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Middlesex County				From:		SR 33		- 1							
1110	0.18	270	R	<u> </u>		SK 33				NA			NA		05/27/2003
				To:		Dead End									
				From:		Dead End									
(1111)	0.43	220	R					ų.		NA			NA		05/27/2003
				To:		59-1102									
				From:		SR 33									
(1112)	0.15	160	R							NA			NA		05/27/2003
				To:		Dead End									
_				From:		Dead End									
(1113)	0.28	110	R							NA			NA		05/27/2003
				To:		SR 33									
				From:		59-633									
1120	0.40	150	R							NA			NA		05/15/2000
				To:		59-1121									
(1121)				From:		59-1124									
	0.09	70	R						NA	NA		NA	NA		05/15/2000
				To: From:		59-1123		-							
(1121)	0.06	100	R							NA			NA		05/15/2000
<u> </u>				To: From:		59-1120		-							
(1121)	0.05	80	R	From:		NA			NA		05/15/2000				
\bigcup				To		59-1122									
(1121)	0.01	6	R	From:		3)-1122				NA			NA		05/15/2000
				To:		Dead End									
				From:		Cul-de-Sac		ī							
(1122)	0.18	80	R	<u> </u>		cui ue sue				NA			NA		05/15/2000
(122)				To:		59-1121									
				From:		Cul-de-Sac									
(1123)	0.11	60	R						NA	NA			NA		05/15/2000
				To:		59-1121									
				From:		59-1121									
(1124)	0.05	45	R	-				-		NA			NA		05/15/2000
				To:		Cul-de-Sac									
				From:		SR 33									
(1130)	0.51	NA								NA			NA		
				To:		Dead End									
_				From:		SR 33									
9256	0.15	20	R							NA			NA		06/04/2003
				To:		St Clair Walker	Sch								
				From:		SR 33									
9257)	0.09	10	R	_						NA			NA		05/27/2003
				To:		Wilton Elem S	ch								
	·			From:		US 17									
(9258)	0.15	220	R	_ —						NA			NA		05/21/2003
				To:		Middlesex High	Sch								
\bigcirc				From:		SR 33	· · · · ·								
9259	0.11	140	R	, I						NA			NA		06/04/2003
				To:	Ra	appahannock Ele	m Sch								